Technical Area: Traffic and Transportation

BACKGROUND

Burbank Local Transit provides bus service for the city of Burbank. Several bus routes for the local area around the MPP have been identified in the AFC.

Data Request 47: Please address the following public transportation issues:

a. Please indicate for the local area around the MPP what streets are used for the routes referenced in the Bus Route section of Section 5.11.1.3.

b. Provide the location of any bus stops that would be impacted by construction activity.

Response:

a. Nearly all routes go to the proximate transit center. The following routes are adjacent to the MPP site; Olive Street (152, 183, 96), Victory (183).

b. No bus stops are expected to be closed during construction.

Technical Area: Traffic and Transportation

BACKGROUND

The AFC indicates that most of the heavy equipment will be transported by rail. The rail deliveries will then be unloaded and transported to the site.

Data Request 48: Please respond to the following rail information requests:

a. Please indicate what rail lines will be used.

b. Indicate the equipment and unloading area.

c. Indicate the route that will be used to transport the equipment to the plant site.

Response:

a. The rail line to be used is the Union Pacific Railroad.

b. The equipment unloading/laydown area will be along Victory Place adjacent to the railroad track, between Empire Avenue and Maria Street.

c. Please see Data Response #51.

Technical Area: Traffic and Transportation

BACKGROUND

Section 5.11.2.1 of the AFC indicates that month six will have 243 truck deliveries, which when combined with the workforce of 290 workers results in the month with the most total trips. This section also indicates that the maximum truck deliveries for any one month will be 320.

Data Request 49: Please provide a table outlining the expected truck deliveries by month during the construction period.

Response: Truck deliveries are summarized in the table below.

Month No.	Truck Deliveries of Equipment	Truck Deliveries of Heavy Equipment	Total Truck Deliveries
1	0	0	0
2	31	0	31
3	68	0	68
4	156	0	156
5	159	0	159
6	224	19	243
7	252	17	269
8	320	0	320
9	279	0	279
10	233	0	233
11	187	2	189
12	131	2	133
13	113	2	115
14	73	0	73
15	41	0	41
16	36	0	36
17	26	0	26
18	26	0	26
19	12	0	12
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0

Technical Area: Traffic and Transportation

BACKGROUND

Section 5.11.1.2 identifies the five intersections that were analyzed for the impact that construction traffic would have on their level of service. These five intersections are located around the MPP site and the primary offsite parking area.

Data Request 50: Please indicate why intersections surrounding the laydown area and the secondary offsite parking site were also not analyzed.

Response: Those intersections that should be analyzed were discussed with the City of Burbank traffic staff. Concern was for intersections proximate to the MPP site during and after construction. Since construction traffic will be higher than regular plant operation traffic, the construction traffic (worst case) was analyzed.

Technical Area: Traffic and Transportation

BACKGROUND

Section 2.11.2.2 identifies the truck trips for the delivery of hazardous material to the MPP. This section does not indicate what potential traffic routes would be used for the delivery of this material.

Data Request 51: Please provide information for the potential travel routes of trucks delivering hazardous material to the MPP. The route information should include but not be limited to:

a. The condition of the off ramp from Interstate 5,

b. Local roadways used,

c. Type of development along the route (commercial, residential, etc.)

d. Intersection control (four way stop, traffic signal, etc.),

e. Traffic hazards such as sharp turns,

f. Locations of any sensitive receptors along the route (schools, hospitals, etc.),

g. Railroad crossings.

Response:

a. All off ramps are in good condition; they are either paved in asphalt or concrete. All roadways are in good condition.

b. Routes for trucks coming from the north on the I5 and trucks coming from the south on the I5 freeway are different.

Northbound Routes -Trucks coming from the south (northbound) can exit either First Street or Alameda Ave to enter the plant at Lake Street which is where the entrance is located. The First Street

off ramp is a non-inclined asphalt paved exit. The truck exits the freeway and hits the first T intersection at Orange Grove. This intersection is governed by a stop sign. The truck then turns right and heads northeast on Orange Grove to the next intersection of Orange Grove and First Street. The area around this intersection is high-end commercial with offices, shops and restaurants. The intersection is governed by a four-way automated traffic stoplight. The delivery truck would then turn left and will pass through one intersection Palm and First Street before reaching the next intersection of Magnolia and First. Both intersections are governed by a four-way traffic stoplight. The Media City Mall and shopping complex are situated at the corner of this intersection. There are undeveloped lots along this portion of the road. The truck would then have to turn left at this intersection and head southwest bound on Magnolia Blvd. It will cross over the bridge above the freeway and the railroad tracks. After the bridge, the plant is just on the left side of the street. The truck will take a left turn on the T intersection of Magnolia and Lake Street, and enter the plant at Lake. From the entry of the freeway to the plant entrance, there are no schools, hospitals, daycare centers along the route.

The other route is exiting earlier at Alameda Ave rather than First Street. The truck will then head southwest bound on Alameda and turn right at the intersection of Alameda and Lake Street. This intersection is controlled by a four-way stoplight. Business around this intersection is a gas station on the left; a motel on the other side of the road, and residential apartments further down Alameda. Along Lake Street heading northwest bound to the plant, the trucks will pass through several blocks of residential apartments. In the early morning and afternoon, there will be assisted pedestrian crossing for schoolchildren along the residential route portion of Lake Street. Eventually, the area turns into light industrial once the truck reaches nearer the plant. There are some intersections along the way that have four-way stop signs. The next intersection governed by an automated stoplight is at Lake Street and Olive. It is mostly a commercial and light industrial area—auto malls, equipment rental companies, auto body shops.

Southbound Routes-There are two exits to reach the plant for trucks coming from the north on the I5 freeway. The first one is to exit at the San Fernando Rd. off ramp. The off ramp ends at the T intersection of San Fernando and Buena Vista. The truck will turn right to Buena Vista and will pass over a set of railroad tracks. The truck will then head to the left lane to turn left at the intersection of Buena Vista and North Victory Place, which is a four-way traffic stoplight controlled intersection. Traffic is generally heavy at this intersection. The truck continues southbound on Victory Place. It will pass through a few blocks of residential areas (houses primarily.) The area then turns into heavy commercial with large well-known stores on the right side of the road, and the railroad tracks and freeway on the left side. Eventually the scenery turns to more mix of light commercial and industrial. The route passes through Burbank Blvd and Victory intersection, which is governed by a four-way traffic stoplight. The road changes name to Victory Blvd. The route heads southbound on Victory to the next intersection—Victory and Magnolia. This intersection is also controlled by a four-way traffic stoplight. Along Victory Blvd are light industrial and commercial areas with well-known stores. There is also a railroad crossing on Victory Blvd. There are no schools, hospitals or other sensitive receptors along this route. The truck will have to turn left on the intersection to head eastbound on Magnolia and immediately turn right on Lake Street to enter the plant.

The other exit is further down on Burbank Blvd. This is a rising slope off ramp. The delivery truck will turn right after the off ramp and head to the intersection of Burbank and Victory. After this, it is the same path as described on the previous paragraph.

c. Most of the routes go through mostly light industrial to a mixture of industrial and commercial, as the plant is located west of the freeway.

d. Most intersections of major streets are controlled by automated traffic stoplights.

e. None identified.

f. No sensitive receptors are located on all the routes discussed below. No traffic hazards exist along the route.

g. Please see Data Response #51b.

Technical Area: Traffic and Transportation

BACKGROUND

AFC Section 5.13.2.4.1 indicates that the potential exists for vapor plumes to be vented from the HRSG stacks. Traffic visibility may be impaired due to vapor plumes reaching ground level on adjacent roadways. This may affect traffic safety on Interstate 5 and local roadways in the vicinity of the project site.

Data Request 52: Please provide information based on your plume analysis for:

a. The roadways that may be impacted.

b. The expected frequency.

c. Traffic safety issues resulting from the plumes.

d. Plans to mitigate any visibility impact the plumes could have on traffic safety.

Response: It is anticipated that CEC staff will perform plume modeling with data provided by the applicant. Potential impacts will be analyzed upon completion of the modeling.